

WEATHER OF THE ATLANTIC AND PACIFIC OCEANS

The Marine Division, W. F. McDONALD in Charge

NORTH ATLANTIC OCEAN

By F. A. YOUNG

The pressure situation.—As shown in Table 1 the largest departures from the monthly normal pressure occurred at Reykjavik and Lerwick, where they were +0.20 inch and +0.13 inch, respectively, indicating that the Icelandic Low was weaker than usual during the greater part of the month. From the 1st to the 5th an area of low pressure covered the region usually occupied by the North Atlantic High, but thereafter this center of action was reestablished and reached its greatest intensity from the 20th to 26th.

During the first decade of the month the pressure in the Caribbean Sea was considerably below the monthly normal. As indicated by reports received from a number of vessels there was a moderate Low in the Gulf of Mexico from the 16th to 19th, accompanied by heavy rain squalls, with highest force of wind, 9, as shown by report of American steamship *Standard* in table of gales and storms.

Table 1 shows that the departures were small at Halifax and Belle Isle, and while at both of these stations there were rapid changes in pressure from day to day, they were not as pronounced as in previous months.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure (sea level) at selected stations for the North Atlantic Ocean and its shores, May, 1932

Stations	Average pressure	Departure	High-est	Date	Low-est	Date
	Inches	Inch	Inches		Inches	
Julianeab, Greenland ¹	30.16	(²)	30.59	3	29.81	21
Reykjavik, Iceland ¹	30.12	+0.20	30.70	4	29.58	14
Lerwick, Shetland Islands ¹	29.93	+0.13	30.23	3	29.54	13
Valencia, Ireland ¹	29.86	—0.09	30.17	4	29.53	1
Lisbon, Portugal ¹	30.08	+0.11	30.37	22	29.54	6
Madeira ¹	30.08	+0.07	30.28	22	29.52	5
Horta, Azores ¹	30.12	—0.04	30.52	23	29.61	4
Belle Isle, Newfoundland ¹	29.91	—0.03	30.28	1	29.48	27
Halifax, Nova Scotia ¹	29.97	0.00	30.30	19	29.70	14
Nantucket ³	30.03	+0.04	30.42	19	29.62	13
Hatteras ³	30.05	+0.04	30.29	25	29.67	12
Bermuda ¹	30.11	0.00	30.32	26	29.74	9
Turks Island ¹	30.00	0.00	30.14	21	29.76	7
Key West ³	29.97	0.00	30.10	25	29.84	1
New Orleans ³	29.98	+0.01	30.19	3	29.68	20
Cape Gracias, Nicaragua ¹	29.86	—0.04	29.94	13	29.76	6

¹ All data based on a. m. observations only, with departures compiled from best available normals related to time of observations.

² No normal available.

³ Corrected 24-hour means, based on more than 1 observation.

Cyclones and gales.—Over the eastern section of the steamer lanes the number of days with gales was not far from the normal, as shown on the Pilot Chart; these ranged in force from 8 to 10, and the greatest number occurred in the square between the forty-fifth and fiftieth parallel and the thirtieth and thirty-fifth meridians, where they were reported on 7 days. Gales were not reported on more than 2 days in any one square west of the forty-fifth meridian, although there was considerable cyclonic activity in the vicinity of the Bermudas, from the 8th to 10th, while similar conditions prevailed west of the Azores, as far as the fortieth meridian, on the 1st, 10th, and 16th.

The stormiest period over the eastern section of the northern steamer lanes was from the 9th to 12th although gales were also reported from that region from the 15th to 17th and the 28th to 31st of the month.

Trans-Atlantic flights.—On the 13th aviator Lou Reichers was rescued from his plane by a boat crew from the American steamship *President Roosevelt*, Capt. George Fried. The plane was on a flight from Harbor Grace, Newfoundland, to Dublin and Paris, and fell into the sea when 47 miles from Fastnet Light, where it was sighted from the bridge of the *Roosevelt*. Captain Fried maneuvered his ship toward the plane and a lifeboat in charge of Chief Officer Henry Manning was launched and succeeded in rescuing Pilot Reichers, although, as a heavy sea was running, the plane had to be abandoned. Chart VIII shows the conditions at Greenwich mean noon on May 13.

On May 21, Mrs. Amelia Earhart Putnam made her solo flight from Harbor Grace to near Londonderry, Ireland, making the crossing in 15 hours and 23 minutes.

The German plane *Do-X* left Harbor Grace on May 21 and arrived at Southampton, England, via Horta and Vigo on the 23d. Charts IX to XI cover the period from the 21st to the 23d, inclusive.

Fog.—Fog was very prevalent over the ocean west of the forty-fifth meridian, and the number of days on which it was reported in different sections is as follows: Over the Grand Banks, from 13 to 16 days; along the American coast north of the thirty-fifth parallel, from 7 to 15 days; over the region between the fortieth and fiftieth parallel and the twenty-fifth and fiftieth meridians, from 1 to 9 days; along the coast of Europe, from 2 to 3 days; between the Bermudas and American coast, from 1 to 3 days.